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AIR PASSENGER SURVEY

MTC

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1980 AIR PASSENGER SURVEY

- San Francisco Bay Area -

Prepared by the Metropolitan Transportation Commission

February 1981


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METROPOLITAN TRANSPORTATION COMMISSION

The Metropolitan Transportation Commission (MTC) was created by the California Legislature in 1970 to provide comprehensive regional transportation planning and financial programming for the nine-county San Francisco Bay region.

MTC has 16 voting members, 14 representing cities and counties and 2 representing regional governmental agencies--the Association of Bay Area Governments (ABAG) and the San Francisco Bay Conservation and Development Commission (BCDC). Two non-voting members have been appointed to provide policy ties to state and federal agencies. The two non-voting members represent the California Department of Transportation and the U.S. Department of Transportation.

MTC is designated by the Governor as the metropolitan planning organization (MPO) for the Bay Region. Because of this and other state and federal requirements, MTC has legally defined responsibilities including:

- transportation planning
- financial planning and programming of federal and state capital and operating funds for all modes of transportation
- implementation through the allocation of funds
- regulatory and pricing policy setting for state-owned bridges

MTC works jointly with other regional agencies such as ABAG, the Bay Area Air Quality Management District (BAAQMD), and BCDC, as well as such state agencies as the Department of Transportation. MTC's Regional Transportation Plan is consistent with ABAG's Comprehensive Regional Plan. It considers not only transportation but also environmental, economic, and social needs of the Bay Region.

ACKNOWLEDGMENTS

The 1980 Air Passenger Survey was conducted by the Metropolitan Transportation Commission (MTC) under the auspices of the ABAG/MTC Regional Airport Planning Committee. MTC gratefully acknowledges the assistance provided by the staffs of the San Francisco International Airport, Metropolitan Oakland International Airport, and the San Jose Municipal Airport.

Further assistance was provided by the consulting firm of Crain & Associates who helped prepare and test the questionnaire, train interviewers, and develop expansion factors. The services provided by Crain & Associates contributed significantly to the success of the Survey.

Denise Mann, a summer intern with MTC, also helped prepare the questionnaire, select the flights to be sampled, and supervise the interviewers at San Francisco and Oakland Airports. Gordon Jacoby, Principal Planner with the Association of Bay Area Governments, assisted in the analysis of the survey results. MTC staff members Kay Bell, Barbara Wilkie, and Shelley Roberts were responsible for the data reduction, keypunching, and typing respectively.

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TABLE OF CONTENTS

I. INTRODUCTION

This report discusses the results of the 1980 Air Passenger Survey conducted at the three major Bay Area airports. The Air Passenger Survey is performed every five years to monitor growth in air travel demand in the region, to evaluate the effectiveness of ground transportation services to Bay Area airports and ultimately to review and refine the Regional Airport Plan.

Since the Metropolitan Transportation Commission's (MTC) initial survey in 1975, the air travel industry has undergone several significant changes. With the passage of the Airline Deregulation Act in 1978, airlines were given considerable freedom to add or drop routes and to raise or lower fares. Airline competition and lower fares resulted in major increases in passenger traffic at San Francisco, Oakland, and San Jose Airports. New flights were initiated at all three Bay Area airports. The number of flights by commuter airlines using small aircraft grew significantly as these airlines began to replace the larger airlines in many California markets. The year of 1980, however, brought a sagging economy and higher fuel prices, causing a major drop in the number of Bay area flights and in passenger traffic.

During the period between 1975 and 1980, the ground origin/destination patterns of air passengers changed as a result of changing demographic patterns in the region. Rapid population and economic growth in the South Bay has generated a much larger demand for air service from this area. Growth in housing in Contra Costa and Solano Counties has also produced a significant increase in air travel from these areas.

Energy problems continue to focus attention on the need for convenient ground transportation services to each of the Bay Area airports. Over the last five years there have been several major improvements in airport transit services. Transit use to the airports is on the upswing as rising costs to drive automobiles to the airport make these services more attractive and competitive.

The survey methodology is reviewed in Section III of this report. Major findings are contained in Sections II and V. The results are presented in tabular form in Section VI and are summarized by county, airport, and transportation mode.

II. SUMMARY

In August 1980, the Metropolitan Transportation Commission (MTC) conducted a survey of passengers using the three Bay Area airports--San Francisco, Oakland, and San Jose. The survey was designed to determine changes in air travel patterns since 1975 when a similar survey was conducted. Passengers on selected flights were interviewed in the airline boarding areas and asked questions such as where they came from, why they had chosen the particular airport from which they were leaving and what ground transportation mode they used to reach the airport. Over 2,700 passengers were interviewed at San Francisco Airport; 1,080 at Oakland Airport and 3,800 at San Jose Airport.

During the period between 1975 and 1980, annual traffic at the three Bay Area airports climbed from 22 million passengers to 28 million passengers. Growth in traffic was particularly noticeable in 1978 and 1979 due to improved economic conditions, widespread use of promotional air fares, and inauguration of new flights. In 1980, San Francisco Airport handled 80.8% of the region's air passengers while Oakland Airport handled 8.9% and San Jose Airport handled 10.4%. The major findings of the survey are:

- The percentage of passengers using Bay Area airports who are residents of the nine-county Bay Area decreased from 36.3% in 1975 to 32.7% in 1980, while the percentage of visitors increased from 63.7% to 67.3% during this same period. The percentage of passengers who were connecting between flights remained about the same as in 1975--about 15%.

- When asked the purpose of their trips, 37.1% of the passengers indicated their trip was business-related (business, convention, or conference travel) while 62.9% indicated their trip was for non-business purposes (vacation, visit friends and relatives, personal emergency, school, etc.).

- San Francisco continued to be the leading generator of air travelers in the nine-county Bay Area, producing about one-third (33.4%) of the region's air traffic. San Francisco was followed by Santa Clara County, which generated 21.8% of the region's air travelers, Alameda County (15.1%), and San Mateo County (13.3%). Counties generating a larger share of the region's traffic than in 1975 were Santa Clara, Contra Costa, and Solano, while counties generating a smaller share were San Francisco, Alameda, San Mateo, Marin and Sonoma.

- After the initial increase in flights following airline deregulation, airlines were forced to cut service at Oakland and San Jose Airports as the economy weakened and fuel prices increased. While San Jose Airport still served over half (55%) of the air passengers generated in Santa Clara County, Oakland Airport served only 39% of the air passengers in Alameda and Contra Costa Counties in 1980.

- Between 65% to 75% of residents using Oakland and San Jose Airports preferred these airports because they were more convenient to use than San Francisco Airport. Conversely, a high percentage of residents using San Francisco Airport chose this airport because it was the only airport with the flight they wanted or had the most convenient flight.

- Approximately 55% of the air passengers were driven or drove to the airport in private automobiles. Airport transit use was up from 14% in 1975 to 16% in 1980, this trend primarily due to improvements in airport transit services and an overall increase in the use of airport transit services by both residents and visitors.

- About 32% of the passengers from San Francisco took transit to San Francisco Airport as did 18% of the passengers from Alameda County. A very high percentage of air passengers from the more remote North Bay counties also used transit to the San Francisco Airport (24-44%).

III. SURVEY METHODOLOGY

The 1980 Air Passenger Survey involved a week-long survey of passengers departing San Francisco, Oakland, and San Jose Airports. Passengers on selected flights were interviewed in the airline boarding areas to determine where they came from, why they nad chosen the particular airport from which they were leaving, and what form of transportation they used to reach the airport.

The month and week selected for the survey were identical to the month and week of the 1975 survey in order to provide a direct comparison of results. The major steps involved in the survey are briefly described below.

1. Infomation Requirements. While the basic information requirements remained the same, several changes were made in the questionnaire to clarify reponses and to obtain more data in selected areas. Somewhat greater emphasis was given to questions relating air passenger characteristics to choice of ground transportation mode. New questions were added to determine air passenger party size, the duration of the passenger's trip, the number of persons in the air passenger household, and the number of cars in the household. Questions were also included to help identify passengers who were dropped off at the airport and to determine what surface mode passengers used to reach the airport transit services.

   The survey questionnaire was also revised to provide more accurate data on the residency of the air passenger. This refinement enables originating air passengers (passengers other than connecting passengers) to be grouped into one of four categories: 1) residents of the nine-county Bay Area; 2) visitors to the nine-county Bay Area; 3) residents of counties adjacent to the Bay Area who rely on the Bay Area airports for air service; and 4) visitors to counties adjacent to the Bay Area. Such groupings are useful in clarifying ground origin/destination patterns.

   A question was also added to determine the origins of connecting passengers transferring between flights. This information is needed to assess how the proportion of connecting traffic at the Bay Area airports will change in the future.

   Income categories were adjusted in the 1980 survey to account for inflation and to provide greater consistency with the categories used in regional income projection models. The question addressing the main reason for a passenger's choice of airports was also modified by adding a new category--"Always use this airport"--and by combining other categories. In retrospect, an additional category should be included on the next survey indicating "Cheapest flight," as this answer was given by a number of respondents.

2. Survey Questionnaire. A revised survey questionnaire was prepared based on experience from the 1975 Survey. The survey questionnaire was pre-tested at San Francisco Airport and some minor changes were subsequently made. The questionnaire used in the 1980 Air Passenger Survey is shown in the attached figure (Figure III-1) and was designed to be self-coding and to be easy to keypunch.

3. Sample Size. The appropriate sample size for a survey is dependent upon the anticipated response rate, the variability of responses to survey questions, the precision required of estimates, and an acceptable level of risk that the required precision will not be attained.

Figure III-1

MTC AIR PASSENGER SURVEY QUESTIONNAIRE

№ 0651 DATE ___ ___ HOUR ___ ___ ___ ___ AIRLINE ___ ___ FLT ___ ___ ___ ___ | M ___1 F ___2 | 1-18

1. What is your **FINAL** airport destination today? _____ 19-21

2. What is the **MAIN** purpose of your trip? 22
   - 1 Convention or conference
   - 2 Business trip
   - 3 Travel to/from school
   - 4 Personal/family emergency
   - 5 Vacation
   - 6 Visit friends/Relatives
   - 7 Military leave/travel
   - 8 Other _____

3. How many flights **FROM** the Bay Area have you made in the last 12 months
   for BUSINESS? _____ 23-25
   for NON—BUSINESS? _____ 26-27

4. How many people in your air party **INCLUDING YOURSELF**, are taking this flight? _____ 28-29

5. How many people have come to see you off who will **NOT** take this flight? _____ 30-31

6. How many **TOTAL** pieces of luggage do you and your party have? _____ 32-33

7. How many days will you be **AWAY** from the Bay Area or have you **BEEN** in the Bay Area on this trip? _____ 34-35

8. What form of transportation **DID YOU JUST USE** to arrive at this airport today?

AIRLINE _____ Which **AIRLINE**? _____ 36-37
From what airport did you **JUST ARRIVE**? _____ (Interview Complete) 38-40

41-42

AUTO
driven by others
- ___1 Parked (short-term)
- ___2 Dropped off at curb

driven by self
- ___3 Parked in airport parking
- ___4 Parked in off-airport parking such as Park & Ride or Anza Parking

OTHER
- ___13 Taxi
- 14 Rental Car
- 15 Chauffeured limousine
- 16 Hotel motel courtesy car
- 17 Other

TRANSIT*
- ___5 Greyhound AC Transit SamTrans Santa Clara County Transit
- ___6 SFO Airporter
- ___7 Marin Airporter
- ___8 Berkeley Airport Connection
- ___9 Evans Airporter
- ___10 Santa Rosa Airporter
- ___11 Tourist Charter bus
- ___12 Oakland Air BART

*How did you get to **TRANSIT**? 43
- 1 BART
- ___2 Auto
- ___3 Taxi
- ___4 Bus or SP
- ___5 Walk or Bicycle
- 6 Other

9. How many cars does your household operate? _____ 44-45

10. How many people live in your household **INCLUDING YOURSELF**? _____ 46-47

11. In what city and state do you live? CITY _____ 48-51
(Out-of-State Code *999 for City and State) STATE _____

12. From what address did you **JUST LEAVE** for the airport?
STREET ADDRESS OR NEAREST INTERSECTION _____ 52-55
CITY _____ 56-60
ZIP CODE (LAST RESORT) _____

13. Was this location 61
   - 1 your home or residence?
   - ___2 the home of a friend or relative?
   - ___3 your place of work?
   - ___4 a business you were visiting?
   - ___5 a hotel/motel?
   - ___6 other?

14. **For California Residents**: Which of the following explains your **MAIN REASON** for choosing this airport? (Show card) 62

   A ___1 Chosen by TRAVEL AGENT or OFFICE
   B ___2 Closest airport to HOME
   C ___3 Closest airport to WORK
   D ___4 Only flight/most convenient flight
   E ___5 Easier to get to/from
   F ___6 More convenient/cheaper parking
   G ___7 Less crowded airport
   H ___8 Always use this airport

15. Which of these categories **BEST** approximates your yearly household income **BEFORE TAXES**? (SHOW CARD) 63

   A ___1 Less than $7 000
   B ___2 $7 001-$12 500
   C ___3 $12 501-$17 500
   D ___4 $17 501-$25 000
   E ___5 $25 001-$40 000
   F ___6 more than $40 000

_____ Interviewer I.D 64-66

Because of increased interviewer costs, the consultant was requested to advise MTC concerning an appropriate confidence level and confidence interval for the current survey. For the 1980 Air Passenger Survey, it was determined that sample estimates for the region should be within ± 2% of their true values, and that the level of confidence in these estimates should be 99% for the "most demanding" questions (i.e., that which produces a sample portion of 50%). This required a sample size of about 4,200 completed interviews. Assuming that each survey team consists of three persons and produces an average of 15 completed interviews per flight, the total number of flights to be sampled was determined to be 280 for the survey week.

To ensure a representative sample and provide a more precise estimate of regional air travel characteristics, the sample was stratified by Bay Area airport and by airport destination. Population measures of these data were assembled from Civil Aeronautics Board data, from historical data collected by the California Public Utilities Commission, and from analysis of current airline schedules. The specific flights to be sampled at each airport were determined by reviewing a number of factors including flight itinerary, departure day and time, terminal location, etc.

4. Training and Supervision of Interviewers. Survey teams at San Francisco and Oakland Airports were recruited through the University of California Student Placement Service and the teams at San Jose Airport were recruited through a temporary services agency. Two interviewer training sessions were conducted; one at San Jose Airport and one at San Francisco Airport. These sessions were used to instruct the interviewers about the questionnaire, to discuss means for dealing with hesitancy or refusals on the part of potential respondents, to describe how respondents should be randomly selected, and to practice conducting interviews using the questionnaire itself. The survey teams at each airport were assigned a specific set of flights each day. A team normally worked eight hours. Interviewers were supervised by MTC, the airport staff, and employees of the temporary services agency.

5. Expansion Factors. Ideally, a survey should produce the exact number of completed questionnaires for each "cell" (Bay Area airport and airport destination); however, this rarely occurs in practice. Thus, it is usually necessary to compare the desired sample size in each cell with the actual number of completed interviews and to develop appropriate expansion factors. The confidence level and confidence interval are then determined based on the actual number of responses obtained. The consultant assisted in developing these factors.

6. Qualifications. Although no unusual problems were encountered during the survey (airline or ground transportation company strikes, major conventions, etc.), the following points should be kept in mind when reviewing the data in this report.

   - Certain segments of the air passenger population were excluded from the survey. These segments included most passengers on foreign flag carriers and passengers traveling on supplemental air carriers. However, these passengers make up a small fraction of Bay Area traffic, and the airport destinations could usually be sampled on a scheduled U.S. air carrier.

- The month of August is historically the peak air travel period for the Bay Area and is important in airport planning for this reason. Because August is a vacation month, the proportion of visiting air passengers and the proportion of non-business trips is probably higher than during other months of the year. These factors may have an effect on local origin and destination patterns of air passengers and on the ground transportation patterns determined through the survey. For these reasons, the survey data are often reported separately by trip purpose and residency. Assumptions can then be made to adjust the data to conditions representing a more typical month.

- Also, the survey strategy employed--that of interviewing departing passengers--biases the airport access mode information to some extent. Other surveys have shown that ground transportation patterns vary depending on whether passengers are arriving or leaving the airport. This factor needs to be recognized when extrapolating the data and making statements about the mode choice patterns of all passengers using the airport. It is possible to obtain additional information on patterns of arriving air passengers through administrative means, such as patronage reports from the transit operators and reports from other airport ground transportation companies.

- Some cross-tabulations in this report are based on a very small amount of data, for example, the percentage of passengers from Napa County using various ground transportation modes. The results of these cross-tabulations are not as meaningful as others using larger amounts of data, but are often included for the sake of completeness. A flag (▲) has been included next to those cross-tabulations involving relatively small amounts of data.

IV. NUMBER OF COMPLETED INTERVIEWS

The following number of completed interviews were obtained at each of the three Bay Area airports:

Airport	Number of Completed Surveys
San Francisco	2,727
Oakland	1,080
San Jose	3,864
Total	7,671

It should be to noted that the San Jose Airport Survey represents a much larger sample than called for in the regional sample. This is due to the decision by San Jose Airport to sample a greater number of departing flights and thus increase the accuracy of the results.

While the required sample sizes were more than achieved for both Oakland and San Jose Airports, the sample size at San Francisco Airport fell about 500 interviews short of that which was desired. This had the effect of reducing the precision of the regional sample from 99% to 97%--still well within the limits of reasonable risk.

With respect to the individual airports, the "most demanding question" (again, that which produces a sample portion of 50%) will permit a $\pm$ 2% level of precision with: a) 96.3% confidence for San Francisco Airport; b) 81.0% confidence for Oakland Airport; and c) 98.7% confidence for San Jose Airport.

V. ANALYSIS OF RESULTS

Air Traffic Trends

- The number of air passengers using the Bay Area airports increased from 1975 through 1979, but declined in 1980 due to deteriorating economic conditions, rising fuel costs and higher air fares. Significant traffic growth occurred in 1978 and 1979 as a result of a strong economy, widespread use of promotional air fares, and inauguration of new Bay Area flights. In August 1980, airlines flew 4,000 weekly departures from the Bay Area airports to some 77 different destinations. San Francisco Airport currently handles about 80.8% of the Bay Area air passengers compared to 8.8% for Oakland and 10.4% for San Jose (including connecting and through passengers).

  Reference Tables: VIA-1
  VIA-2

Types of Passengers Using Bay Area Airports

- Based on the Survey, the traffic using the Bay Area airports can be divided as follows:

	1975	1980
Connecting and Through Passengers	15.1%	14.8%
Originating Passengers		
- Out-of-Region Passengers	3.9	6.0
- Residents of Bay Area	29.3	27.7
- Visitors to Bay Area	51.7	51.5
Total	100.0%	100.0%

Connecting passengers are passengers using the Bay Area airports to transfer between flights while "Through" passengers are passengers continuing on the same flight. Since the survey was not designed to distinguish between connecting and through passengers, it is assumed that both types of passengers were included in the interviews. The percentage of these passengers declined slightly between 1975 and 1980, although the opposite might have been expected as the airlines continue to drop direct services in marginal markets. Out-of-region passengers are residents and visitors to counties adjacent to the Bay Area who rely on the Bay Area airports for air service. The proportion of out-of-region passengers increased significantly in 1980. It is speculated that this trend is due to population growth in these regions as well as curtailment of some air service after deregulation. Only 28% of the passengers using the Bay Area airports were actually residents of the nine-county Bay Area while slightly over half of the passengers were visitors to the Bay Area.

Reference Tables: VIC-9

Trip Purpose and Residency

- The percentage of originating passengers who were residents of the Bay Area declined from 36.3% in 1975 to 32.7% in 1980. In conjunction with this trend, the percentage of non-business passengers increased from

59.8% to 62.9%. This trend is probably due to the continuing use of promotional fares by the airlines which attract the visiting, non-business traveler to the Bay Area.

Reference Tables: VIB-1
VIB-2

Local Origins and Destinations of Air Passengers

- The counties that grew the most in absolute numbers of air passengers between 1975 and 1980 are shown below. Proportionately, San Mateo County showed the smallest percentage increase in air passenger demand (.4%) and Solano County showed the largest increase (75%).

Rank	County	Increase in Annual Traffic: 1975-1980
1.	Santa Clara	+ 1,455,000 air passengers
2.	San Francisco	+ 1,307,000 air passengers
3.	Alameda	+ 419,000 air passengers
4.	Contra Costa	+ 408,000 air passengers
5.	North Bay*	+ 369,000 air passengers

*Marin, Napa, Solano, and Sonoma Counties

Reference Table: VIC-9

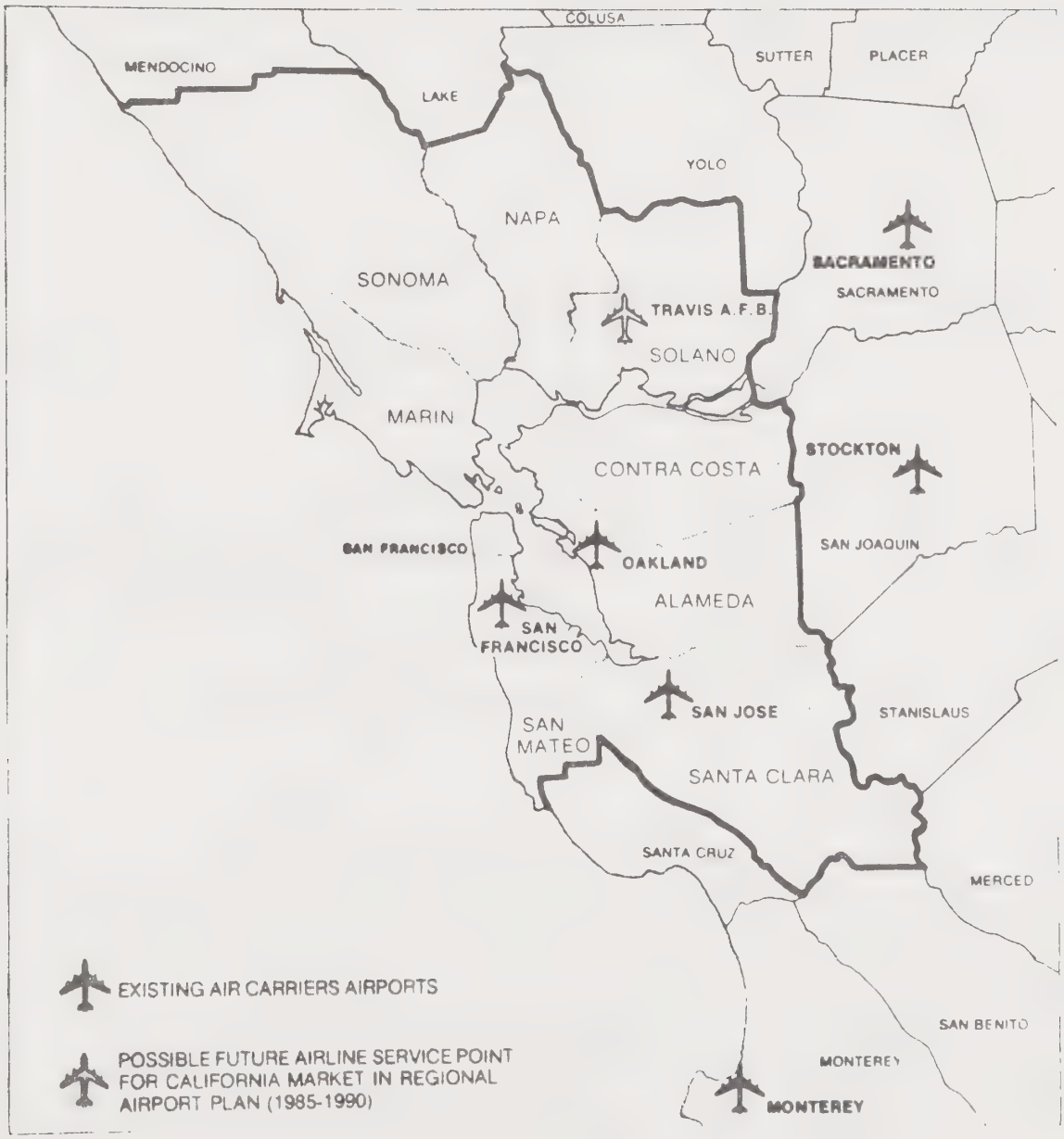
- The percentage of regional air travel demand generated by each county is shown below along with the relative change in each county's share of resident and visitor traffic between 1975 and 1980:

	Relative Change in Share of Bay Area Passengers			
County	Residents (County of Residence)	Visitors	Residents and Visitors	1980 % of Bay Area Traffic
Alameda	-	-	-	15.1%
Contra Costa	-	+	+	7.3
Marin	+	-	-	4.1
Napa	+	-	o	.5
San Francisco	+	-	-	33.4
San Mateo	-	-	-	13.3
Santa Clara	+	+	+	21.8
Solano	+	+	+	2.7
Sonoma	-	-	-	1.8

San Francisco City and County continues to be the leading generator of air travel in the region although Santa Clara County showed a greater absolute gain between 1975 and 1980. Continued population growth as well as growth in high technology industries in the Santa Clara Valley are most responsible for the significant traffic growth exhibited in Santa Clara County. Housing construction in Contra Costa and Solano Counties has increased the population in these areas and generated greater visitor and resident air travel.

Figure V-1

Service Area for Bay Area Airports



Resident and visitor passenger origin/destination patterns in the Bay Area are quite different. About 42% of all visitors originate in San Francisco County, while the largest generator of air travel by residents is Santa Clara County (28%). Of the Bay Area residents, 8.5% leave from a county other than their county of residence. Several counties exhibited a major increase in the amount of visitor traffic within the county compared to 1975 (Alameda, Contra Costa, Santa Clara). San Francisco County exhibits a very high percentage of vacation-oriented air passengers (45%), while Santa Clara County exhibits a very high percentage of business-oriented air passengers (41%). A significant amount of passenger traffic from Solano County is associated with military travel to and from Travis AFB.

Reference Tables: VIC-1
VID-4
VID-5a
VID-7

Airport Service Areas

- The effects of air service reductions in 1980 had the greatest impact on passengers in the Oakland Airport service area. While 51% of Alameda County passengers used Oakland Airport in 1975, this proportion declined to 39% in 1980. Also, only 39% of the Contra Costa County passengers used Oakland Airport in 1980. Despite the frequency of flights provided by Oakland to major California destinations, a significant proportion of East Bay passengers used San Francisco for California flights. Some of these flights were offered exclusively at San Francisco while fare differentials in affect at the time of the survey probably attracted passengers to others. A larger portion of passengers from Alameda and Contra Costa Counties also used San Jose Airport as housing development continued in the southern portion of these Counties. In contrast to this trend, passengers in the North Bay used Oakland Airport to a somewhat greater extent than they did in 1975.

  Reference Tables: VID-5a
  VID-6

- While San Jose Airport sustained a much greater drop in air traffic between 1979 and 1980 than did Oakland (20% vs. 13%), San Jose Airport still served about 55% of the passengers generated in Santa Clara County. This compares to 57.5% in 1975. San Jose Airport also served a larger share of passengers from Alameda, Contra Costa, and San Mateo Counties in 1980. The percentage of San Jose Airport's traffic originating outside the Bay Area increased from 7.9% in 1975 to 9.0% in 1980. The proportion of passengers using the airport who were non-residents increased dramatically from 47.3% in 1975 to 56.7% in 1980.

  Reference Tables: VID-2
  VID-4
  VID-5a

- San Francisco Airport served a significantly higher portion of out-of-region travelers in 1980 (7.2%) then it did in 1975. The percentage of originating air passengers using the airport who were not residents of the Bay Area climbed from 68.6% in 1975 to 71.5% in 1980.

Reference Tables: VID-2
VID-4

Reasons Given by Residents for Choosing Airport

- Bay Area residents using Oakland and San Jose Airports liked the convenience of these airports. Between 65-75 percent responded that the reason for choosing the airport was because it was closest to home or work or the easiest airport to get to. A high percentage of passengers--both California and Domestic and International--responded that they chose San Francisco Airport because it had the most convenient flight or the only flight to a particular destination.

Reference Tables: VID-7

Airport Access Modes

- A greater number of air passengers used transit services to the Bay Area airports in 1980, although the level of transit use at San Jose Airport is still insignificant. An increase in transit use among Bay Area residents was particularly noticeable, increasing from 7% in 1975 to 11% in 1980.

	Airport Access Mode (Percentage of Passenger Parties)			
	Private Auto	Transit	Other*	Total
San Francisco Airport	48.5%	19.8%	31.7%	100.0%
Oakland Airport	76.7	8.5	14.8	100.0%
San Jose Airport	78.2	.8	21.0	100.0%
Bay Area	55.5	16.1	28.4	100.0%

*Rental Car, Taxi, Hotel Courtesy Car, Chauffeured Limousine, Other

Reference Table: VIE-1
VIE-5b

- While passengers in some counties rely heavily on private autos for airport access (Contra Costa, Santa Clara, San Mateo), passengers in other counties rely to a significant and sometimes impressive degree on airport transit services as shown below:

County of Origin	Percentage of Parties Using Transit to Airport*	
	San Francisco Airport	Oakland Airport
Alameda	18.1%	9.4%
Marin	30.6%	9.4%
Napa	33.7%	
San Francisco	31.7%	
Solano	46.3%	
Sonoma	28.1%	

*Some percentages from the North Bay Counties are believed to be higher than actually experienced and may be the result of small sample sizes.

The AirBART service has been effective in increasing transit use to the Oakland Airport. Local bus routes in San Mateo and Santa Clara Counties, despite good service, have not carried a significant portion of air travelers. There was a very large increase in rental car usage at San Jose Airport due to the increase in visiting passengers in conjunction with the high proportion of business passengers using the airport.

Reference Tables: VIE-9

- The increase in the use of transit services by air passengers between 1975 and 1980 is attributable to:

  - new transit services such as SamTrans and AirBART that did not exist in 1975

  - an increase in transit use by resident air passengers; this is most likely due to an increased awareness of available services, the cost of fuel, and, for those that park, the increased cost of parking a car for the duration of their trip.

  - an increase in the proportion of visitors using the Bay Area airports; as the visitor ratio increases, transit use will also increase because visiting air passengers use transit to a greater extent than residents.

VI. TABLES

Notes:

1. "Resident" generally means a resident of the nine-county San Francisco Bay Area unless otherwise noted.

2. Most all data is tabulated by air passenger party; that is, one interview was conducted for each party although a party will consist of one or more air passengers.

3. This symbol (▲) indicates cross-tabulations are based on a small amount of data.

VIA. BAY AREA AIRPORT ACTIVITY

Table VIA-1

NUMBER OF PASSENGERS USING BAY AREA AIRPORTS: 1975-1980

(Annual Passengers)

Calendar Year	San Francisco Airport[1]	Oakland Airport	San Jose Airport	Total
1975	17,503,864	2,214,811	2,311,238	22,029,913
1976	18,765,087	2,164,243	2,622,140	23,591,470
1977	20,249,060	2,499,855	3,052,167	25,801,082
1978	23,040,603	2,788,176	3,400,175	29,228,954
1979	24,159,924	2,771,815	3,617,412	30,549,151
1980	22,248,127	2,417,095	2,876,918	27,542,140

Source: Airport Activity Reports

[1]Includes "Through" Passengers

Table VIA-2

AIRLINE SERVICE TO BAY AREA AIRPORTS

- August 1980-

Airport Code	City Served	Number of Direct Flights Per Week (Departures) San Francisco	Oakland	San Jose	Total
ABQ	ALBUQUERQUE, N.M.	21			21
ACV	EUREKA/ARCATA, CA	31			31
ATL	ATLANTA, GA	35			35
BFL	BAKERSFIELD, CA	24			24
BCI	BOISE, IDAHO	21			21
BCS	BOSTON, MASS.	21			21
BUR	BURBANK, CA	53	26	35	114
CEC	CRESCENT CITY, CA	6			6
CIC	CHICO, CA	42			42
CLE	CLEVELAND, OHIO	20			20
DEN	DENVER, COLO.	77	14	35	126
DFW	DALLAS/FT. WORTH, TEXAS	76		21	97
DTW	DETROIT, MICH. (METROPOLITAN ARPT.)	21			21
EKA	EUREKA/ARCATA, CA	1			1
ELP	EL PASO, TEXAS	7			7
EUG	EUGENE, ORE.	49			49
EWR	NEW YORK, NY (NEWARK ARPT.)	7	7		14
FAT	FRESNO, CA	108	30	38	176
FRA	FRANKFURT, GERMANY	3			3
GDL	GUADALAJARA, MEXICO	7			7
GEG	SPOKANE, WASH.	14			14
HKG	HONG KONG, HONG KONG	7			7
HNL	HONOLULU, HAWAII	97	7	7	111
IAD	WASHINGTON, D.C. (DULLES ARPT)	21			21
IAH	HOUSTON, TEXAS	48			48
ITO	HILO, HAWAII	7			7
JFK	NEW YORK, NY (KENNEDY ARPT)	105			105
LAS	LAS VEGAS, NEV.	77	7	14	98
LAX	LOS ANGELES, CA	389	67	59	515
LGB	LONG BEACH, CA	20			20
LHR	LONDON, ENGLAND (HEATHROW ARPT)	14			14
MCE	MERCED, CA	7			7
MCI	KANSAS CITY, MO	21			21
MEM	MEMPHIS, TENN.	13			13
MEX	MEXICO CITY, MEXICO	7			7
MFR	MEDFORD, ORE.	28			28
MIA	MIAMI, FLA.	22			22
MKE	MILWAUKEE, WIS.,	7			7
MOD	MODESTO, CA	28		7	35

Table VIA-2 (Continued)

AIRLINE SERVICE TO BAY AREA AIRPORTS

- August 1980 -

Airport Code	City Served	Number of Direct Flights Per Week			
		San Francisco	Oakland	San Jose	Total
MRY	MONTEREY, CA	142		31	173
MSP	MINNEAPOLIS/ST. PAUL, MINN.	35			35
MSY	NEW ORLEANS, LA	14			14
MZT	MAZATLAN, MEXICO	7			7
NRT	TOKYO, JAPAN (NARITA ARPT)	14			14
OAK	OAKLAND, CA	17		49	66
OKL	OAKLAHOMA CITY, OKLA.	7			7
OMA	OMAHA, NEB.	7			7
ONT	ONTARIO, CA	46	7 (27)	47	100
ORD	CHICAGO, ILL. (O'HARE ARPT)	91	7	28	126
OYS	YOSEMITE NATIONAL PARK, CA	13			13
PDX	PORTLAND, ORE.	77	28	21	126
PHL	PHILADELPHIA, PA	14			14
PHX	PHOENIX, ARIZ.	27	20	21	68
PIT	PITTSBURGH, PA	14			14
PRB	PASO ROBLES, CA	14			14
PSC	PASCO, WASH.	5			5
PSP	PALM SPRINGS, CA	7			7
RDD	REDDING, CA	25			25
RNO	RENO, NEV.	83	7	21	111
SAN	SAN DIEGO, CA	78	22	13 (28)	113
SAT	SAN ANTONIO, TEXAS	7			7
SBA	SANTA BARBARA, CA	41	13	25	79
SBP	SAN LUIS OBISPO, CA	12		14	26
SCK	STOCKTON, CA	35		6	41
SEA	SEATTLE/TACOMA, WASH.	133	35	14	182
SFO	SAN FRANCISCO, CA		7	55	62
SJC	SAN JOSE, CA	58	20		78
SLC	SALT LAKE CITY, UTAH	49	7	13	69
SMF	SACRAMENTO, CA	150		38	188
SNA	ORANGE COUNTY, CA	48	27(13)	47	122
STL	ST. LOUIS, MO.	35			35
STS	SANTA ROSA, CA	38			38
TPE	TAIPEI, TAIWAN	2			2
TUS	TUCSON, ARIZ.	7			7
TVL	LAKE TAHOE, CA	18		9	27
VIS	VISALIA, CA	19			19
YEG	EDMONTON, CANADA	7			7
YVR	VANCOUVER, CANADA	36			36
YYC	CALGARY, CANADA	14			14
YYZ	TORONTO, CANADA	14			14
		3,022	358	668	4,048

( ) Additional Flights With One Stop
Source: Official Airline Guides, Inc.

VIB. PROFILE OF PASSENGERS USING BAY AREA AIRPORTS

Table VIB-1

TRIP PURPOSE

Main Purpose of Trip	Percentage of Passengers
Convention or Conference	1.7%
Business Trip	33.8
Vacation	36.7
Visit Friends or Relatives	19.2
Personal/Family Emergency	3.0
School Travel	2.5
Military Travel	1.6
Other	1.5
	100.0%

CHANGE IN TRIP PURPOSE: 1975-1980

Main Purpose of Trip	1975	1980
Business	40.2%	37.1%*
Non-Business	59.8	62.9
	100.0%	100.0%

*Includes Convention or Conference, Business Trip, and Military Travel

Table VIB-2

RESIDENCY OF AIR PASSENGERS

(Originating Passengers)

	1975	1980
1. Residents of Bay Area	36.3%	32.7%
2. Residents of Adjacent Counties Who Use Bay Area Airports	2.0(E)	3.8
3. Visitors to Bay Area	59.1	59.4
4. Visitors to Adjacent Counties	2.6(E)	4.1
Total	100.0%	100.0%

(E) = Estimated

Note: Table does not include Connecting or Through passengers. For the purpose of this report, passengers listed under "1" above are termed "Residents" and those listed under "2", "3," and "4" are termed "Visitors."

Table VIB-3

FREQUENCY OF TRIPS BY BUSINESS AND NON-BUSINESS PASSENGERS

Residency of Passenger	Main Trip Purpose	No. of Business Flights From Bay Area During Last Year	No. of Non-Business Flights From Bay Area During Last Year
Resident	Business	15.7	--
	Non-Business	--	3.2
Visitor	Business	8.0	--
	Non-Business	--	1.8

Table VIB-4

DURATION OF TRIP

Residency of Passenger	Main Purpose of Trip	Average No. of Days Away From Bay Area	Average No. of Days In Bay Area
Resident	Business	4.4	-
	Non-Business	11.0	-
Visitor	Business	-	4.3
	Non-Business	-	10.2

Table VIB-5

ANNUAL HOUSEHOLD INCOME

Type of Passenger	Percentage of Passengers by Income Group						
	Under $7,000	$7,001 - $12,500	$12,501 - $17,500	$17,501 - $25,000	$25,001 - $40,000	More Than $40,000	Total
Business	1.5%	2.4%	4.3%	10.7%	29.2%	51.9%	100.0%
Non-Business	7.2	8.6	11.3	19.1	27.0	26.8	100.0%
California	4.6	5.6	8.7	12.7	28.9	39.5	100.0%
Domestic and International	5.2	6.2	8.5	16.7	27.5	35.9	100.0%
All Passengers	5.1	6.0	8.5	15.6	27.9	36.9	100.0%

Table VIB-6

TYPE OF LOCATION FROM WHICH PASSENGERS LEFT FOR AIRPORT

	Year	
Type of Location	1975	1980
Personal Residence	58.5%	54.5%
Business	12.2	16.7
Hotel/Motel	25.8	24.3
Other	3.5	3.5
	100.0%	100.0%

VIC. SUMMARY OF SURVEY RESULTS BY COUNTY

Table VIC-1

TRIP PURPOSE BY COUNTY OF ORIGIN

Trip Purpose	County of Origin: Alameda	Contra Costa	Marin	Napa ▲	San Francisco	San Mateo	Santa Clara	Solano	Sonoma
Convention/ Conference	1.0%	1.3%	-	--	1.5%	2.9%	1.5%	--	--
Business	36.4	27.9	28.5%	38.6%	36.5	38.7	41.1	20.8%	27.3%
Vacation	32.2	35.7	38.0	17.3	45.5	35.6	29.0	38.8	48.1
Visit Friends or Relatives	21.8	30.2	30.6	37.9	10.6	16.9	20.9	22.1	19.7
Personal/ Emergency	3.2	3.1	1.6	6.2	2.7	2.0	2.7	3.8	2.4
School Travel	2.7	.9	1.2	--	2.3	1.0	1.7	.8	--
Military Travel	1.9	.2	--	--	.4	.9	.2	13.1	2.0
Other	.8	.7	.1	--	.5	2.0	2.9	.6	.5
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table VIC-2

FREQUENCY OF BUSINESS AND NON-BUSINESS TRIPS BY RESIDENTS OF EACH COUNTY

County of Residence	Average Number of Flights Per Year by Residents: Business Flights	Non-Business Flights
Alameda	6.9	2.3
Contra Costa	12.4	1.9
Marin	9.5	2.2
Napa ▲	1.9	2.1
San Francisco	10.0	2.6
San Mateo	7.7	3.1
Santa Clara	8.0	2.3
Solano ▲	2.9	2.1
Sonoma ▲	6.0	1.8

Table VIC-3

INCOME OF RESIDENT AIR PASSENGERS

County of Residence	Income Group: Less Than $7,000	$7,001 - $12,500	$12,501 - $17,500	$17,501 - $25,000	$25,001 - $40,000	More Than $40,000	Total
Alameda	8.0%	9.2%	8.8%	17.0%	26.6%	30.4%	100.0%
Contra Costa	1.8	5.7	5.3	10.0	28.5	48.7	100.0%
Marin	--	2.3	13.5	9.8	30.7	43.7	100.0%
Napa▲	--	35.2	3.4	--	5.6	55.8	100.0%
San Francisco	5.3	5.4	13.0	24.3	26.6	25.4	100.0%
San Mateo	2.5	3.7	5.9	15.1	25.1	47.7	100.0%
Santa Clara	4.3	5.1	6.8	14.7	29.8	39.3	100.0%
Solano▲	16.6	14.5	12.1	12.9	19.8	24.1	100.0%
Sonoma▲	8.5	5.9	1.5	11.7	44.9	27.5	100.0%
Bay Area	4.6	5.9	8.4	15.5	28.1	37.5	100.0%

Table VIC-4

RESIDENCY OF AIR PASSENGERS ORIGINATING IN EACH COUNTY

County of Origin	Resident of County	Resident of Other Bay Area County	Visitor	Total
Alameda	38.2%	2.6%	59.2%	100.0%
Contra Costa	43.2	2.0	54.8	100.0%
Marin	48.6	--	51.4	100.0%
Napa ▲	51.2	--	48.8	100.0%
San Francisco	15.8	4.6	79.6	100.0%
San Mateo	34.5	4.1	61.4	100.0%
Santa Clara	44.1	1.3	54.6	100.0%
Solano	33.7	--	66.3	100.0%
Sonoma	41.8	3.9	54.3	100.0%
Bay Area	30.0	2.7	67.3	100.0%

Table VIC-5

COUNTY ORIGINS OF RESIDENT AIR PASSENGERS

	By County of Residence		By County of Origin	
County	1975	1980	1975	1980
Alameda	18.7%	17.2%	19.7%	17.5%
Contra Costa	11.7	11.2	9.7	9.3
Marin	7.0	7.8	5.8	5.6
Napa	.4	.9	.5	.7
San Francisco	15.1	15.6	17.1	19.3
San Mateo	18.0	14.0	18.7	14.5
Santa Clara	25.6	28.4	25.0	27.9
Solano	1.1	2.7	1.2	2.7
Sonoma	2.4	2.3	2.3	2.5
Total	100.0%	100.0%	100.0%	100.0%

Table VIC-6

COUNTY OF RESIDENCE VERSUS COUNTY LEFT FOR AIRPORT

County of Residence	County Left for Airport									
	Alameda	Contra Costa	Marin	Napa	San Francisco	San Mateo	Santa Clara	Solano	Sonoma	Total
Alameda	94.3%	1.0%			2.4%	1.5%	.8%			100.0%
Contra Costa	7.5	78.5			11.2	1.5	1.3			100.0%
Marin		1.5	73.5		21.2	1.0	1.8		1.0	100.0%
Napa ▲		2.7		97.3						100.0%
San Francisco	.9				95.6	2.7	.8			100.0%
San Mateo	.2				3.3	94.9	1.6			100.0%
Santa Clara					1.2	2.2	96.4			100.0%
Solano ▲		4.5			3.3			91.2	1.0	100.0%
Sonoma ▲					3.7				96.3	100.0%

Table VIC-7

COUNTY ORIGINS OF VISITING AIR PASSENGERS

County	1975	1980
Alameda	13.9%	13.8%
Contra Costa	4.8	6.2
Marin	3.7	3.3
Napa	0.6	0.4
San Francisco	43.7	41.7
San Mateo	14.8	12.4
Santa Clara	14.3	18.2
Solano	2.3	2.6
Sonoma	1.9	1.4
Total	100.0%	100.0%

Table VIC-8

COUNTY ORIGINS - ALL PASSENGERS

County	All Passengers		Excluding Out-of-Region Passengers	
	1975	1980	1975	1980
Alameda	15.4%	14.1%	16.2%	15.1%
Contra Costa	6.4	6.8	6.7	7.3
Marin	4.3	3.8	4.5	4.1
Napa	.5	.5	.5	.5
San Francisco	32.0	31.1	33.5	33.4
San Mateo	15.6	12.4	16.3	13.3
Santa Clara	17.5	20.2	18.4	21.8
Solano	1.8	2.5	1.9	2.7
Sonoma	1.9	1.7	2.0	1.8
Out-of-Region	4.6	7.0	-	-
Total	100.0%	100.0%	100.0%	100.0%

Table VIC-9

ESTIMATED PASSENGER DEMAND BY COUNTY: 1975-1980

(Annual Passengers)

County Origin	- 1975 - %	- 1975 - Estimated Annual Passengers	- 1980 - %	- 1980 - Estimated Annual Passengers	- Traffic Increase - Change In Annual Passengers	- Traffic Increase - Percentage Change In Annual Passengers
Alameda	13.1%	2,885,910	12.0%	3,305,060	419,150	14.5%
Contra Costa	5.4	1,189,610	5.8	1,597,440	407,830	34.3
Marin	3.7	815,100	3.2	881,350	66,250	8.1
Napa	0.4	88,120	0.4	110,170	22,050	25.0
San Francisco	27.2	5,992,120	26.5	7,298,660	1,306,540	21.8
San Mateo	13.2	2,907,940	10.6	2,919,470	11,530	.4
Santa Clara	14.9	3,282,440	17.2	4,737,250	1,454,810	44.3
Solano	1.5	330,450	2.1	578,380	247,930	75.0
Sonoma	1.6	352,480	1.4	385,590	33,110	9.4
Out-of-Region	3.9	859,160	6.0	1,652,530	793,370	92.3
Connecting	15.1	3,326,500	14.8	4,076,240	749,740	22.5
Total	100.0%	22,029,830	100.0%	27,542,140	5,512,310	25.0%

Table VIC-10a

LOCAL ORIGINS OF AIR PASSENGERS BY CITY

* Alameda County *

City	Percentage of Passengers
Alameda	4.7%
Albany	1.7
Berkeley	19.9
Castro Valley	2.7
Dublin	.8
Emeryville	.4
Fremont	9.3
Hayward	5.9
Livermore	5.5
Montclair	.1
Newark	1.4
Oakland	30.8
Piedmont	.7
Pleasanton	4.3
San Leandro	5.2
San Lorenzo	.8
Sunol	.1
Union City	3.2
Other Locations	
Alameda Naval Air Station	.4
Oakland Airport	.8
Oakland Army Base	1.1
University of California	.2
Total	100.0%

Table VIC-10b

LOCAL ORIGINS OF AIR PASSENGERS BY CITY

* Contra Costa County *

City	Percentage of Passengers
Alamo	2.5%
Antioch	4.6
Brentwood	.8
Clayton	.9
Concord	15.7
Crockett	.4
Danville	6.1
El Cerrito	1.5
El Sobrante	2.0
Hercules	.5
Kensington	.5
Lafayette	4.8
Martinez	4.3
Moraga	6.3
Mount Diablo	.1
Orinda	3.7
Pinole	2.8
Pittsburg	1.7
Pleasant Hill	5.9
Richmond	8.0
Rodeo	.5
San Pablo	1.7
San Ramon	5.9
Walnut Creek	18.8
Total	100.0%

Table VIC-10c

LOCAL ORIGINS OF AIR PASSENGERS BY CITY

* Marin County *

City	Percentage of Passengers
Belvedere	1.3%
Corte Madera	4.3
Fairfax	1.6
Greenbrae	3.6
Ignacio	1.1
Kentfield	2.1
Larkspur	.7
Marin City	1.3
Mill Valley	12.1
Novato	10.6
Ross	3.4
San Anselmo	5.8
San Rafael	27.5
Sausalito	12.0
Sleepy Hollow	1.2
Tiburon	9.1
Woodacre	.8
Other Locations	
Hamilton AFB	1.5
Total	100.0%

Table VIC-10d

LOCAL ORIGINS OF AIR PASSENGERS BY CITY

* Napa County *

City	Percentage of Passengers
Angwin	.9%
Calistoga	6.8
Napa	84.8
St. Helena	7.5

Table VIC-10e

LOCAL ORIGINS OF AIR PASSENGERS BY CITY

* San Francisco County *

City	Percentage of Passengers
San Francisco	100.0%

Table VIC-10f

LOCAL ORIGINS OF AIR PASSENGERS BY CITY

* San Mateo County *

City	Percentage of Passengers
Atherton	1.7%
Belmont	4.2
Brisbane	1.4
Burlingame	7.5
Daly City	4.4
El Granada	.2
Foster City	4.7
Half Moon Bay	1.4
Hillsborough	.9
La Honda	.1
Menlo Park	5.3
Millbrae	5.2
Montara	.8
Moss Beach	.9
Pacifica	3.3
Portola Valley	1.4
Redwood City	7.8
San Bruno	6.8
San Carlos	3.2
San Mateo	12.3
South San Francisco	13.2
Woodside	1.5
Other Locations	
San Francisco Airport	11.8
Total	100.0%

Table VIC-10g

LOCAL ORIGINS OF AIR PASSENGERS BY CITY

* Santa Clara County *

City	Percentage of Passengers
Campbell	1.8%
Cupertino	3.9
Gilroy	.5
Los Altos	3.1
Los Altos Hills	.6
Los Gatos	3.1
Milpitas	1.4
Monte Sereno	.1
Morgan Hill	1.2
Mountain View	5.2
Palo Alto	14.5
San Jose	38.8
Santa Clara	9.4
Saratoga	2.5
Sunnyvale	12.0
Rest of Santa Clara	.3
Other Locations	
Moffett Field NAS	1.6
Total	100.0%

Table VIC-10h

LOCAL ORIGINS OF AIR PASSENGERS BY CITY

* Solano County *

City	Percentage of Passengers
Benicia	5.2%
Dixon	1.2
Fairfield	10.7
Suisun City	3.7
Vacaville	9.5
Vallejo	21.5
Other Locations	
Mare Island	2.5
Travis AFB	45.7
Total	100.0%

Table VIC-10i

LOCAL ORIGINS OF AIR PASSENGERS BY CITY

* Sonoma County *

City	Percentage of Passengers
Bodega Bay	2.9%
Cotati	3.1
Forestville	2.9
Geyserville	2.0
Glen Ellen	1.1
Guerneville	2.0
Healdsburg	2.0
Petaluma	11.3
Rohnert Park	7.3
Santa Rosa	48.7
Sebastapol	6.8
Sonoma	8.2
Windsor	1.7
Total	100.0%

VII. SUMMARY OF SURVEY RESULTS BY AIRPORT

Table VID-1

TRIP PURPOSE

Main Purpose of Trip	San Francisco Airport	Oakland Airport	San Jose Airport
Convention or Conference	1.8%	1.6%	1.2%
Business Trip	31.9	36.5	44.6
Vacation	39.9	28.9	22.2
Visit Friends or Relatives	17.9	25.6	22.8
Personal/Family Emergency	2.8	3.6	3.8
School Travel	2.7	1.7	1.1
Military Travel	1.8	.9	.3
Other	1.2	1.3	3.9
	100.0%	100.0%	100.0%

Table VID-2

RESIDENCY OF AIR PASSENGERS

	1975	1980
San Francisco Airport		
Residents	31.4%	28.5%
Visitors	68.6	71.5
Total	100.0%	100.0%
Oakland Airport		
Residents	50.3%	50.1%
Visitors	49.7	49.9
Total	100.0%	100.0%
San Jose Airport		
Residents	52.7%	43.3%
Visitors	47.3	56.7
Total	100.0%	100.0%

Table VID-3

PARTY SIZE AND AMOUNT OF LUGGAGE

Airport	Average Number of Air Passengers Per Party	Average Number of Bags Per Party	Average Number of Bags Per Passenger
San Francisco	1.79	2.96	1.65
Oakland	1.42	2.13	1.50
San Jose	1.51	2.32	1.54

Table VID-4

GROUND ORIGINS OF AIR PASSENGERS

County of Origin	San Francisco Airport		Oakland Airport		San Jose Airport	
	1975	1980	1975	1980	1975	1980
Alameda	9.3%	10.0%	65.7%	53.9%	5.3%	6.1%
Contra Costa	4.9	5.1	22.5	27.4	.3	.6
Marin	5.4	4.7	1.6	2.9	--	--
Napa	.5	.4	.9	1.3	--	--
San Francisco	41.8	40.6	2.6	4.2	.6	.3
San Mateo	19.7	15.7	.5	.9	4.3	3.1
Santa Clara	9.5	11.5	.7	1.2	81.3	81.0
Solano	2.1	2.8	1.7	3.1	--	--
Sonoma	2.1	1.9	3.0	2.5	--	--
Subtotal	95.3%	92.8%	99.2%	97.4	92.1%	91.0%
Butte	--	.1	--	--	--	--
Calaveras	--	--	--	.1	--	--
Del Norte	--	.1	--	--	--	--
El Dorado	--	.3	--	--	--	--
Fresno	--	.1	--	.2	--	--
Humboldt	--	--	--	.1	--	--
Mariposa	--	.1	--	--	.1	--
Mendocino	--	.3	--	.1	--	.1
Merced	--	.2	--	--	--	.1
Monterey	--	1.6	--	.3	--	1.5
Placer	--	.1	--	--	--	--
Sacramento	--	1.1	--	.4	--	.1
San Benito	--	.1	--	.1	--	.5
San Joaquin	--	.5	--	.2	--	.2
San Luis Obispo	--	.1	--	--	--	.1
Santa Cruz	--	1.1	--	--	--	6.0
Stanislaus	--	.6	--	.7	--	.1
Yolo	--	.4	--	.1	--	--
Other	--	.4	--	.3	--	.2
Subtotal	4.7%	7.2%	.8%	2.6%	7.9%	9.0%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table VID-5a

AIRPORT USE BY RESIDENTS AND VISITORS

County Origin	Residency	-1975- Airport SFO	OAK	SJC	TOTAL	-1980- Airport SFO	OAK	SJC	TOTAL
Alameda	Residents	37.8%	55.1%	7.1%	100.0%	42.6%	48.5%	8.9%	100.0%
	Visitors	49.7	47.4	2.9	100.0%	63.2	32.2	4.6	100.0
	Total Pass.	44.4	50.9	4.7	100.0	54.6	39.0	6.4	100.0
Contra Costa	Residents	64.0	35.4	.6	100.0	52.5	44.9	2.6	100.0
	Visitors	56.3	42.9	.8	100.0	64.9	34.3	.8	100.0
	Total Pass.	60.9	38.4	.7	100.0	58.6	39.6	1.8	100.0
Marin	Residents	94.3	4.8	.9	100.0	93.5	6.2	.3	100.0
	Visitors	97.8	2.2	--	100.0	91.5	8.3	.2	100.0
	Total Pass.	95.9	3.6	.5	100.0	92.5	7.5	--	100.0
Napa	Residents	71.4	28.6	--	100.0	84.6	13.9	1.5	100.0
	Visitors	78.6	21.4	--	100.0	54.7	44.2	1.1	100.0
	Total Pass.	76.2	23.8	--	100.0	73.3	26.7	--	100.0
San Francisco	Residents	97.8	1.3	.9	100.0	96.8	2.9	.3	100.0
	Visitors	99.1	.7	.2	100.0	98.9	.9	.2	100.0
	Total Pass.	98.9	.8	.3	100.0	98.6	1.3	.1	100.0
San Mateo	Residents	95.2	--	4.8	100.0	93.2	.9	5.9	100.0
	Visitors	97.0	.5	2.5	100.0	96.5	.5	3.0	100.0
	Total Pass.	96.2	.3	3.5	100.0	95.7	.3	4.0	100.0
Santa Clara	Residents	38.1	.5	61.4	100.0	42.9	.6	56.4	100.0
	Visitors	46.3	.6	53.1	100.0	45.9	.7	53.4	100.0
	Total Pass.	42.0	.5	57.5	100.0	44.6	.5	54.9	100.0
Solano	Residents	75.0	25.0	--	100.0	80.3	18.8	.9	100.0
	Visitors	93.0	7.0	--	100.0	89.6	10.4	--	100.0
	Total Pass.	89.0	11.0	--	100.0	86.1	13.9	--	100.0
Sonoma	Residents	75.0	22.2	2.8	100.0	78.8	20.8	.4	100.0
	Visitors	87.0	13.0	--	100.0	86.3	13.7	--	100.0
	Total Pass.	81.7	17.1	1.2	100.0	83.0	17.0	--	100.0

Legend

SFO = San Francisco Airport; OAK = Oakland Airport; SJC = San Jose Airport

Table VID-5b

AIRPORT USE BY RESIDENTS AND VISITORS

County	San Francisco Airport		Oakland Airport		San Jose Airport	
	Origins of Residents	Origins of Visitors	Origins of Residents	Origins of Visitors	Origins of Residents	Origins of Visitors
Alameda	11.2%	9.8%	53.1%	52.0%	8.2%	4.7%
Contra Costa	9.0	4.4	32.0	25.5	1.5	.4
Marin	11.1	3.3	3.1	3.2	--	--
Napa	1.1	.2	.8	2.0	--	--
San Francisco	23.1	45.5	2.8	4.6	.3	.4
San Mateo	19.9	13.6	.8	.8	4.4	2.7
Santa Clara	18.6	9.2	1.2	1.5	85.6	76.0
Solano	3.3	2.6	3.2	3.2	--	--
Sonoma	2.7	1.4	3.0	2.2	--	--
Out-of-Region	--	10.0	--	5.0	--	15.8
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table VID-6

AIRPORT USE BY CALIFORNIA AND DOMESTIC AND INTERNATIONAL PASSENGERS

(Percentage of Total Bay Area Traffic)

Passenger's	Airport						
	San Francisco		Oakland		San Jose		
County of Origin	C	D&I	C	D&I	C	D&I	Total
Alameda	1.5%	6.1%	3.4%	2.3%	.4%	.4%	14.1%
Contra Costa	.4	3.5	1.8	1.1	--	--	6.8
Marin	.9	2.6	.2	.1	--	--	3.8
Napa	.2	.2	.1	--	--	--	.5
San Francisco	9.8	20.9	.2	.2	--	--	31.1
San Mateo	3.4	8.6	--	--	.2	.2	12.4
Santa Clara	1.1	7.6	.1	--	5.9	5.5	20.2
Solano	.2	2.0	.2	.1	--	--	2.5
Sonoma	.7	.8	.1	.1	--	--	1.7
Out-of-Region	.6	5.0	.1	.1	.6	.6	7.0
	18.8%	57.3%	6.2%	4.0%	7.1%	6.7%	100.0%

Legend

C = California Passenger
D&I = Domestic and International Passenger

Table VID-7

REASONS GIVEN BY RESIDENTS FOR SELECTING AIRPORT

Passengers with California Destinations

Main Reason for Choosing Airport	San Francisco Airport	Oakland Airport	San Jose Airport
Chosen by Office/Travel Agent	4.4%	5.0%	3.3%
Closest Airport to Home	32.8	45.1	55.8
Closest Airport to Work	12.8	8.3	8.6
Only/Most Convenient Flight	24.0	11.2	7.7
Easiest Airport to Get to	6.8	12.7	11.2
Cheaper/More Convenient Parking	3.9	11.4	6.9
Less Crowded	1.6	2.4	2.7
Always Use This Airport	13.7	3.9	3.8
Total	100.0%	100.0%	100.0%

Passengers with Domestic & International Destinations

Main Reason for Choosing Airport	San Francisco Airport	Oakland Airport	San Jose Airport
Chosen by Office/Travel Agent	11.5%	6.4%	4.7%
Closest Airport to Home	22.8	40.7	58.7
Closest Airport to Work	7.1	4.7	5.1
Only/Most Convenient Flight	41.8	12.7	9.5
Easiest Airport to Get to	5.3	20.0	12.8
Cheaper/More Convenient Parking	.8	5.7	5.5
Less Crowded	--	6.0	2.1
Always Use This Airport	10.7	3.8	1.6
Total	100.0%	100.0%	100.0%

Table VID-8

CONNECTING PASSENGERS

Percentage of Passengers Who Are Connecting Beween Flights

Airport	1975	1980
San Francisco Airport	18.8%	18.3%
Oakland Airport	1.4	2.3
San Jose Airport	3.3	1.0
Bay Area	15.1%	14.8%

Origins of Connecting Passengers	Percentage of Bay Area Connecting Traffic
California	32.1%
Pacific Northwest/Alaska/ and Western Canada	26.1
International	10.8
Hawaii	6.0
East Coast	5.5
Nevada (Reno and Las Vegas)	4.2
Colorado, Utah, Missouri, and Kansas	4.0
Great Lakes	3.2
Texas and Oklahoma	3.0
Arizona and New Mexico	2.7
Southeastern U.S.	2.4
Total	100.0%

VIE. SUMMARY OF SURVEY RESULTS BY GROUND TRANSPORTATION MODE

Table VIE-1

AIRPORT ACCESS MODE USED BY
BAY AREA PASSENGERS: 1975-1980

Mode of Transportation	Percentage of Air Parties 1975	1980
Private Car	58.7%	55.5%
Transit[1]	14.4	16.1
Taxi	7.9	8.0
Rental Car	11.4	12.6
Hotel/Motel Courtesy Car	3.2	3.9
Chauffeured Limousine	1.8	2.5
Helicopter	1.6	--
Other	1.0	1.4
Total	100.0%	100.0%

PERCENTAGE OF AIR PASSENGERS
(Adjusted by Party Size)

Mode of Transportation	1975	1980
Private Car		51.3%
Transit[1]		18.8
Taxi	N/A	8.0
Rental Car		13.9
Hotel/Motel Courtesy Car		4.4
Chauffeured Limousine		2.5
Other		1.1
Total		100.0%

Notes:
1. All public and private transit services and tourist charter buses.

Table VIE-2

AIRPORT ACCESS MODE

* San Francisco Airport *

Airport Access Mode	Percentage of Air Parties 1975	1980
Private Car - Long Term Parking	16.7%	5.3%
Short Term Parking		15.9
Off-Airport Parking	3.9	3.7
Dropped Off at Curb	30.7	23.6
Subtotal	51.3%	48.5%
Greyhound/SamTrans	4.3	4.2%
SFO Airporter	13.6	12.2
Marin Airporter	N/A*	.9
Berkeley Airport Connection		.7
Evans Airporter		.1
Santa Rosa Airporter		.3
Tourist Charter Bus		1.4
Subtotal	17.9%	19.8%
Taxi	9.5	9.5
Rental Car	12.5	12.8
Hotel/Motel Courtesy Car	3.7	4.6
Chauffeured Limousine	2.2	3.1
Helicopter	2.0	--
Other	.9	1.7
Subtotal	30.8%	31.7%
Grand Total	100.0%	100.0%

*Some of these passengers may have been included under the category "Chauffeured Limousine," which was previously called "Airport Limousine."

Table VIE-3

AIRPORT ACCESS MODE

* Oakland Airport *

Airport Access Mode	Percentage of Air Parties 1975	1980
Private Car - Long Term Parking	{29.4%}	19.0%
- Short Term Parking		22.8
- Off Airport Parking	--	2.2
- Dropped Off at Curb	49.9	32.7
Subtotal	79.3%	76.7%
AC Transit	5.2	1.3
SFO Airporter	1.3*	.2
Berkeley Airport Connection	--	.3
Oakland AirBART	--	6.5
Subtotal	6.5%	8.5%
Taxi	2.6	3.4
Rental Car	8.1	8.4
Hotel/Motel Courtesy Car	2.3	1.9
Chauffeured Limousine	.2	.7
Other	1.0	.4
Subtotal	14.2%	14.8%
Grand Total	100.0%	100.0%

*The former "Airporter" service used to run between Berkeley, Oakland, and the Airport. SFO Airporter currently runs between the Oakland Airport and San Francisco Airport via the downtown Airporter Terminal in San Francisco.

Table VIE-4

AIRPORT ACCESS MODE

* San Jose Airport *

Airport Access Mode	Percentage of Air Parties 1975	1980
Private Car - Long Term Parking	{29.0}	20.4%
- Short Term Parking		24.4
- Off Airport Parking	--	.4
- Dropped Off at Curb	55.6	33.0
Subtotal	84.6%	78.2%
County Transit/Greyhound	.5	.7
Airport Limousine	.7	--
Tourist Charter Bus	--	.1
Subtotal	1.2%	.8%
Taxi	2.2	3.1
Rental Car	7.9	14.2
Hotel/Motel Courtesy Car	1.6	1.5
Chauffeured Limousine	1.2	.8
Other	1.3	1.4
Subtotal	14.2%	20.0%
Grand Total	100.0%	100.0%

Table VIE-5a

AIRPORT ACCESS MODE USAGE AS A FUNCTION OF RESIDENCY AND TRIP PURPOSE

Type of Passenger	Pvt. Car	Greyhound AC Tran. SamTrans SCCT-Oak AirBART	SFO Airporter	Marin Berkeley Evans Santa Rosa Airporter	Tourist Bus	Taxi	Rental Car	Hotel/Motel Courtesy Car	Chauff. Limo	Other	Total
Resident/ Business	77.4%	3.3%	4.6%	1.7%	--	4.5%	1.8%	.5%	5.8%	.4%	100.0%
Resident/ Non-Business	82.4	4.7	5.1	2.1	--	2.7	.3	.2	1.8	.7	100.0%
Visitor/ Business	27.2	3.2	12.5	.7	.4	13.7	31.2	6.8	2.2	2.1	100.0%
Visitor/ Non-Business	50.2	4.3	11.4	1.6	2.4	9.1	12.2	5.5	2.3	1.0	100.0%
All Residents	80.5	4.1	4.9	2.1	--	3.4	0.9	0.3	3.3	0.5	100.0%
All Visitors	41.8	4.0	11.9	1.3	1.6	10.7	19.2	5.9	2.3	1.3	100.0%
All Business	45.9	3.1	9.7	1.2	0.3	10.1	20.0	4.4	3.3	2.0	100.0%
All Non-Business	61.3	4.6	9.0	1.9	1.5	6.8	8.1	3.7	2.1	1.0	100.0%
All Passengers	55.5	4.1	9.3	1.6	1.1	8.0	12.6	3.9	2.5	1.4	100.0%

Table VIE-5b

AIRPORT ACCESS MODE VERSUS RESIDENCY: 1975-1980

Airport Access Mode	Residents		Visitors	
	1975	1980	1975	1980
Private Car	82.6%	80.5%	43.9%	41.8%
Transit[1]	7.0	11.1	19.1	19.8
Taxi	3.4	3.4	10.6	10.7
Rental Car	1.8	.9	17.4	19.2
Hotel/Motel Courtesy Car	.2	.3	5.0	5.9
Chauffeured Limousine	2.0	3.3	1.7	2.3
Other	3.0[2]	.5	2.3[2]	1.3
Total	100.0%	100.0%	100.0%	100.0%

Notes:

1. All public and private transit services and tourist charter buses
2. Includes Helicopter

Table VIE-6

AIRPORT ACCESS MODE VERSUS INCOME

Airport Access Mode	Income Group: Under $7,000	$7,001- $12,000	$12,501- $17,500	$17,501- $25,000	$25,001- $40,000	More Than $40,000	Total
Private Car							
- Short Term	8.9%	10.2%	13.7%	17.3%	22.7%	27.2%	100.0%
- Drop Off	5.6	6.6	9.1	15.7	30.3	32.7	100.0%
- Long Term	2.2	4.4	7.5	13.7	30.1	42.0	100.0%
Greyhound, AC Transit, SamTrans, Santa Clara County Transit, Oakland AirBART	13.6	12.6	9.7	20.4	23.3	20.4	100.0%
SFO Airporter	4.1	5.5	12.8	21.0	27.9	28.8	100.0%
Marin Airporter, Berkeley Airport Connection, Evans, Santa Rosa Airporter▲	15.6	9.4	18.7	9.4	21.9	25.0	100.0%
Tourist Charter Bus▲	5.0	15.0	5.0	35.0	25.0	15.0	100.0%
Taxi	4.4	2.8	1.7	13.9	24.4	52.8	100.0%
Rental Car	--	1.7	2.3	11.9	32.8	51.3	100.0%
Chauffeured Limousine	3.1	4.7	9.4	14.1	26.6	42.1	100.0%
Hotel/Motel Courtesy Car	1.0	4.1	8.2	11.3	24.8	50.6	100.0%
Other	10.3	13.8	3.4	10.3	24.2	38.0	100.0%
All Passengers	5.1	6.0	8.5	15.6	27.9	36.9	100.0%

Table VIE-7

AIR PARTY SIZE, AMOUNT OF LUGGAGE, AND NUMBER OF ACCOMPANIERS

Airport Access Mode	Ave. No. of Flight Takers in Air Party	Ave. No. of Bags Per Party	Ave. No. of Accompaniers Per Party	Ave. No. of Days for Trip
Private Car - Short Term Park	1.56	2.68	1.70	13.3
Private Car - Drop Off At Curb	1.56	2.51	1.03	8.3
Private Car - Long Term Park	1.72	2.39	.36	5.6
Private Car - Off Airport Park	1.57	2.29	.09	4.1
Greyhound, AC, SamTrans, SCCT	1.49	2.24	.10	8.9
SFO Airporter	1.52	2.37	.08	5.4
Marin Airporter ▲	1.81	2.92	--	16.5
Berkeley Airport Connection ▲	1.17	1.78	--	17.1
Evans Airporter ▲	1.70	1.47	--	8.4
Santa Rosa Airporter ▲	1.64	2.40	--	9.2
Tourist Charter Bus ▲	14.80	3.01	--	3.8
Oakland AirBART	1.21	2.01	--	6.0
Taxi	1.72	2.76	.10	5.8
Rental Car	1.89	3.02	.07	5.1
Chauffeured Limousine	1.68	2.93	.07	7.0
Hotel Courtesy Car	1.94	3.22	.09	5.1
Other	1.40	2.71	.39	8.1

Table VIE-8

PERCENTAGE OF PRIVATE AUTO USERS WHO PARK FOR DURATION OF THEIR TRIP

Airport	Air Parties Who Park for Duration of Their Trip	Air Parties Who Are Driven To Airport by Others	Total
San Francisco	23.0%	77.0%	100.0%
Oakland	29.0	71.0	100.0
San Jose	24.3	75.7	100.0

PERCENTAGE OF RESIDENTS DRIVING PRIVATE AUTOS WHO PARK FOR DURATION OF THEIR TRIP

Airport	Resident Parties Who Park for Duration of Their Trip	Resident Parties Who Are Driven To Airport by Others	Total
San Francisco	60.0%	40.0%	100.0%
Oakland	55.3	44.7	100.0%
San Jose	60.6	39.4	100.0%

Table VIE-9a

AIRPORT ACCESS MODE VERSUS COUNTY OF ORIGIN

* San Francisco Airport *

Airport Access Mode	County of Origin									
	Alameda	Contra Costa	Marin▲	Napa▲	San Francisco	San Mateo	Santa Clara	Solano▲	Sonoma▲	Out of Region
1. Private Car	58.4%	84.4%	59.2%	37.0%	28.2%	64.1%	65.3%	36.6%	62.6%	55.8%
2. Greyhound, AC, SamTrans, SCCT	3.6	1.9	.9	23.6	2.8	2.3	3.6	42.1	3.6	7.3
3. SFO Airporter	8.1		8.5		26.0	.5	1.1	1.9	7.1	.6
4. Marin Airporter			20.4							
5. Berkeley Airport Connection	5.9	1.8								
6. Evans Airporter				10.1				.9		
7. Santa Rosa Airporter									17.4	
8. Oakland AirBART										
9. Tourist Charter Bus	.5		.8		2.9			1.4		.8
10. Taxi	2.7	.8	1.8		19.0	4.2	3.7	3.7		2.4
11. Rental Car	15.8	9.3	7.4	20.4	11.6	10.7	15.7	6.8	3.9	26.9
12. Hotel/Motel Courtesy Car	.9				5.7	14.5				
13. Chauffeured Limousine	3.6	.7	.9	8.9	3.1	3.0	8.0			
14. Other	.5	1.1	.1		.7	.7	2.6	6.6	5.4	6.2
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table VIE-9b

AIRPORT ACCESS MODE VERSUS COUNTY OF ORIGIN

* Oakland Airport *

Airport Access Mode	County of Origin									
	Alameda	Contra Costa	Marin▲	Napa▲	San Francisco	San Mateo	Santa Clara	Solano▲	Sonoma▲	Out of Region
1. Private Car	72.4%	84.2%	85.6%	66.4%	71.5%			93.2%	94.9%	
2. Greyhound, AC, SamTrans, SSC	1.7	1.6			2.8					
3. SFO Airport										
4. Marin Airporter										
5. Berkeley Airport Connection	.6									
6. Evans Airporter										
7. Santa Rosa Airporter								5.3		
8. Oakland AirBART	7.1	6.1	9.4		11.7					
9. Tourist Charter Bus	5.1	.7			5.9					
10. Taxi	8.9	6.3	5.0	33.6	8.1			1.5	5.1	
11. Rental Car										
12. Hotel/Motel Courtesy Car	3.6									
13. Chauffeured Limousine	.4	1.1								
14. Other	.2									
Total	100.0%	100.0%	100.0%	100.0%	100.0%			100.0%	100.0%	

Table VIE-9c

AIRPORT ACCESS MODE VERSUS COUNTY OF ORIGIN

* San Jose Airport *

Airport Access Mode	County of Origin									
	Alameda	Contra Costa	Marin	Napa	San Francisco	San Mateo	Santa Clara	Solano	Sonoma	Out of Region
1. Private Car	87.9%					89.4%	76.9%			81.9%
2. Greyhound, AC, SamTrans, SCCT						.6	.6			1.8
3. SFO Airporter										
4. Marin Airporter										
5. Berkeley Airport Connection										
6. Evans Airporter										
7. Santa Rosa Airporter										
8. Oakland AirBART										
9. Tourist Charter Bus							.1			
10. Taxi	3.1					1.2	3.4			.8
11. Rental Car	8.1					6.4	14.8			13.9
12. Hotel/Motel Courtesy Car							1.9			.2
13. Chauffeured Limousine	.3					1.7	.9			
14. Other	.6					.7	1.4			1.4
Total	100.0%	100.0%				100.0%	100.0%			100.0%

Table VIE-10

AIRPORT ACCESS MODE VERSUS TYPE OF LOCATION
FROM WHICH PASSENGER LEFT FOR AIRPORT

Airport Access Mode	Type of Location Left for Airport			
	Personal Residence	Work Location	Hotel/ Motel	Other
Private Car	80.5%	46.2%	10.2%	23.3%
Greyhound, AC, SamTrans, SCCT, Oakland AirBART	4.1	5.4	1.8	16.7
SFO Airporter	4.5	9.9	19.4	14.8
Marin, Berkeley, Evans, Santa Rosa Airporter	2.4	.4	.6	2.6
Tourist Charter	--	.4	2.7	1.9
Taxi	2.8	9.5	17.8	17.3
Rental Car	3.1	23.1	26.5	14.7
Chauffeured Limousine	1.6	1.9	4.8	3.2
Hotel Courtesy Car	--	--	15.8	.1
Other	1.0	3.2	.4	5.4
Total	100.0%	100.0%	100.0%	100.0%

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